

THRU : Chief, St/I
Chief, D/S
Chief, S/TR

30 July 1957

Requirement for [REDACTED]

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1. The Polish merchant ship Stefan Okoneja is expected to arrive in the US at Baton Rouge on 1 August 1957 for a cargo of wheat under the recent US-Polish agreement. Other Polish-flag vessels are expected to follow. [REDACTED]

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[REDACTED]
S/TR would like to have access to data thus acquired.

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2. The following questions are [REDACTED]

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a. What vessels have been added to the Polish merchant fleet since January 1956? Give their characteristics.

b. How does CHIPOLBOK, the Polish-Chinese ship brokerage organization, operate? Who has controlling interest? Does China own any of the Polish-flag vessels operated on the China run? If so, which ones and what is planned for them in the future as to ownership and use?

c. Under what payments arrangements do Polish vessels on the China run operate (Polish owned and Chinese owned)?

d. Where does the Polish Merchant Marine earn dollars?

e. Which are its most profitable runs? Why?

f. Where are voyage accounts showing in detail each vessel's trip in terms of distances, supplies and bunkers used and their cost, cargo carried, etc. maintained? (Obtain if available on ship)

g. In general, what are Poland's plans for its merchant marine in terms of fleet expansion, new routes (i.e., increased or decreased participation in China's trade), port buildup, performance, etc.?

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h. To what extent has efficiency rather than politics influenced decisions relating to the merchant fleet since Gomulka gained power in Poland? Have many merchant fleet officials who owed their jobs to party support been replaced by those experienced in merchant fleet operations?

3. Many of the above topics could be considerably expanded.

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